A New Planning Paradigm: some initial thoughts

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The Starting Point

- Sub-optimal transportation decisions are being made
- Some efficient investments are not being made
- Does our process bias decision making?

Some Identified Solutions

- Least Cost Transportation Planning
- Benefit Cost analysis

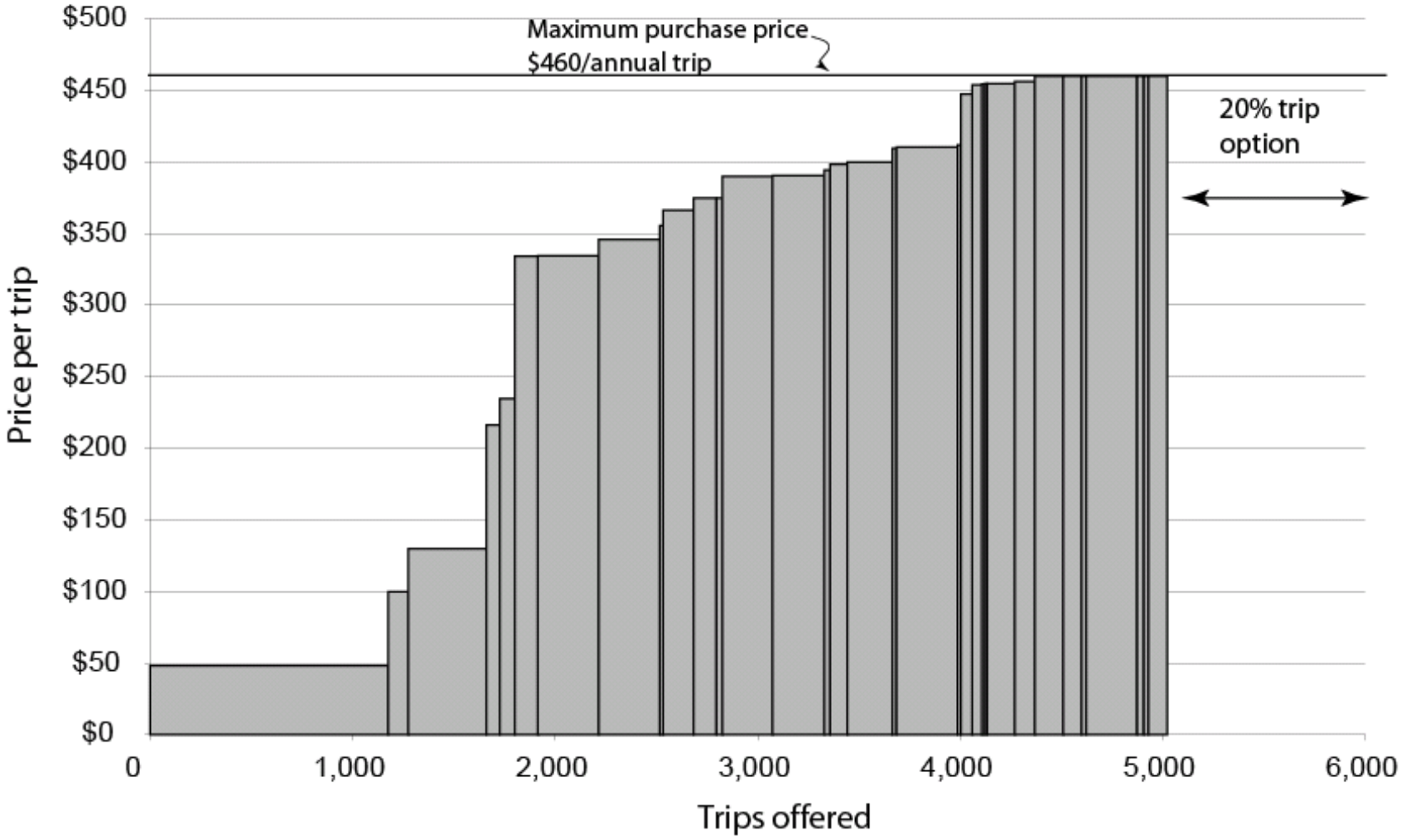
Some Data

- CTR: $133 per annualized trip (2003 data)
- Performance Grants: $229 per annualized trip, over 5,100 trips purchased (2005 data)
- Vanpooling?

- How useful is this data for state, regional or local prioritization?

Avoided trip supply curve, as offered

2003-2004



5,022 annualized avoided trips were offered at $460 per trip or less. An average of $296 per avoided trip. If possible, providers can sell 120 percent of their contracted trips at their offered sale price.

The cost of an avoided trip?

- CTR and the Performance Grants give an idea
  - But these aren't targeted
  - The variation is significant
- The benefits can be dramatic.
  - An example:

Growth Ramifications for Downtown Seattle

By 2020, projected employment growth: 27,679 additional cars

sounds like a manageable figure….until you consider that:

- Downtown Seattle blocks are a little over 56,000 SF per block. At 400 SF per parking stall constructed in a garage, that equals about 140 stalls per parking level

- At 140 stalls per level = 197 levels of parking.

= Almost 10 city blocks of 10 story garages.

= $750,000,000 in parking development costs (at about $26,000 per above-grade stall)

Where are we?

- Doug Hurley,
- Ref Lindmark, Building Transportation Alliances with Businesses